

LORD ROBERTS ON POLO.

At the dinner given to the American polo players, Lord Roberts presided, and in proposing the toast of the evening, referred to Army polo in terms that were, says *Land and Water*, most gratifying to all lovers of polo, especially coming, as his speech did, after the recent report of the Committee on Military Education. In the course of his speech the Commander-in-Chief said: "There is another reason that makes me glad to be able to say a few words on the subject of polo—(hear, hear)—because, to my great surprise, I was told in the last few days that I am an opponent of polo. (Laughter.) Well, I cannot say that I have played very much myself. Shortly after polo came into use in India, I remember playing in Calcutta, and enjoying it immensely, and ever since then I have taken the greatest interest in polo. (Hear, hear and cheers.) I think it is a splendid game, and it is impossible to see polo played without having the greatest admiration for the players, for their skill and the way they must have for hitting the ball. And I have been delighted at Hurlingham at seeing my friend Madras—(cheers)—hitting the ball in a way I thought quite marvellous. As I say, I take the greatest delight in polo, and the only possible objection there could be in it would be, not in its use, but its abuse. I think it is a very great advantage in regiments that there should be polo and I cannot forget that many of the officers in the recent war who greatly distinguished themselves have been polo players. I do not believe myself that any officer has risen to distinction unless he has qualified as a rider, a sportsman—in fact, what you may call a good man all round. Of course, he must study his profession—he must not neglect that; and that is what I say on the matter of polo. I say play polo by all means, but do not play polo only. (Hear, hear.)"

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TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, July 2, 1901. 1379

YUEN KEE CO. OIL MERCHANTS, No. 17, CHIU LOONG STREET, (NEAR MESSRS. LANE, CRAWFORD & Co. HONGKONG, CHINA. Hongkong, June 13, 1902. 1234

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廣英祥公司 QUONG YING CHONG, CO. BUILDING CONTRACTORS, No. 245 DES VOEUX ROAD, HONGKONG. Please give us a CALL. Hongkong, April 16, 1902. 83

A. G. GORDON, M.E.N.A., M.E.I.E.E., MEMBER INSTITUTION OF ENGINEERS AND SHIPBUILDERS IN SCOTLAND, CONSULTING MARINE ENGINEER, AND NAVAL ARCHITECT, Damage, Collision and Wreck Surveyor. 14 Des Voeux Road, Central. Telegrams: "Pezinto." 2244

TSANG FOO & CO. 興發三 SAM WING HING, COAL MERCHANTS, No. 48, DES VOEUX ROAD, CENTRAL. Hongkong, September 21, 1901. 1058

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Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Acherity	despatch-vessel	1700	—	3000	Comdr. Seymour E. Erskine	Japan
* Albion	battleship, 1st class	12,950	16	13,500	Commander Walter Carey	Singapore
Albatross	despatch-vessel	1050	—	1400	Captain Wintham	Hongkong
Amphitrite	cruiser, 2nd class	3610	—	—	Captain J. Startin	Hongkong
Arcturion	cruiser, 2nd class	4500	10	5 00	Captain H. Chorry	Japan
Argonaut	cruiser, 1st class	11,000	16	18,000	Captain F. H. Henderson	Japan
Blenheim	cruiser, 1st class	9600	12	13,000	Lieut.-Com. F. M. Leake	Taku
Bramble	gunboat, 1st class	210	6	1300	Captain H. M. Tudor	Peachow
Brismont	gunboat, 1st class	210	6	1300	Master T. Pasmore	Hongkong
Ceres	cruiser, 1st class	12,000	14	21,000	Captain R. H. S. Stokes	Hongkong
Cherub	water tank and tug	300	—	300	Lieut.-Com. Godfrey	Hongkong
Eclips	cruiser, 2nd class	5000	11	9500	Comdr. Barton	Hongkong
Edipolis	g.-br. 3rd class coast defence	363	3	240	Comdr. J. Graham	Hongkong
Esperio	torpedo boat destroyer	1070	10	1470	Lt.-Com. C. B. Bony-Townall	Hongkong
Fain	cruiser, 3rd class	360	—	—	Captain W. A. Carter	Japan
Fearless	gunboat, 2nd class	1580	12	3200	Lieut.-Com. G. C. Hardy	Wohaiwei
Firebrand	gunboat, 2nd class	465	4	380	Fleet Reserve	Wohaiwei
Gloria	battleship, 1st class	12,950	16	13,500	Captain H. J. Davison	Wohaiwei
Goliath	battleship, 1st class	12,950	16	13,500	Fleet Reserve	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt.-Com. G. B. Powell	Yangtze-Kiang
Hart	torpedo boat destroyer	275	6	4000	Comdr. C. W. M. Plenderleath	Hongkong
Hummer	storeship	1640	—	800	Captain W. G. White	Japan
Iphigenia	cruiser, 2nd class	38 0	16	9000	Lt.-Com. C. P. Mansel	Nagasaki
Janus	torpedo boat destroyer	250	6	3900	Comdr. W. H. Nicholson	Nagasaki
Kinden	river gunboat	181	2	800	Capt. Harry C. Reynolds	Shanghai
Maechen	river gunboat	930	10	1400	Lt.-Com. Morris H. Smyth	Hongkong
Martino	battleship, 1st class	12,950	16	13,500	Com. D. St. A. Wake	Hongkong
Mercury	torpedo boat destroyer	350	6	6200	Lieut.-Com. G. G. Webster	Hongkong
Minotaur	cruiser, 2nd class	1015	8	1400	Comdr. C. A. W. Hamilton	Amoy
Orion	cruiser, 2nd class	3760	8	7000	Lieut.-Com. Murray Lockhart	Hongkong
Pique	Surveying vessel	835	6	650	Lt.-Com. Worsley	Hongkong
Ramirez	ship	980	10	1400	Fleet Reserve	Hongkong
Rubin	river gunboat	85	2	240	Captain F. G. Stopford	Nagasaki
Russett	ship	980	6	14 0	Commodore Robinson	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. R. W. Dalgety	Shanghai
Scipio	river gunboat	85	2	240	Temporarily employed surveying	Shanghai
Swift	gun-vessel, 2nd class	758	2	870	Comdr. Frank H. Layton	Hongkong
Saku	torpedo boat destroyer	250	6	6500	Lieut.-Com. W. O. Lyne	Noehwang
Talbot	cruiser, 2nd class	5000	11	9000	Lt.-Com. C. Mackenzie, D.S.O.	Wohaiwei
Tenar	receiving ship	4500	6	—	Fleet Reserve	Hongkong
Tun	river gunboat	180	2	800	Lieut.-Com. Hugh Somerville	Hankow
Tweed	coast defence gunboat	383	3	200	Lieut.-Com. Chilcott	Shanghai
Veal	ship	980	10	1400		
Waterwitch	Surveying ship	62	—	450		
Whiting	torpedo boat destroyer	380	6	5900		
Whitcomb	coast defence-ship, armoured	1750	4	1000		
Woodcock	river gunboat	220	2	800		
Woodward	river gunboat	150	2	550		

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Country.	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Maria Theresa	Austrian cruiser	5800	30	10,000	Captain Hans	Shanghai
Alouette	French gunboat	800	—	—	Lieut. A. Belloy	Saigon
Argus	French gunboat	—	—	—	Capt. Cospin	Canton
Aspache	French gunboat	475	3	450	Commander Journef	Saigon
Avastche	French gunboat	—	—	—		Canton River
Bengali	French gunboat	580	—	—	Lieut. Fille	Haiphong
Bugard	French cruiser	4000	19	9000	Capt. Courtois	Shanghai
Canote	French gunboat	525	—	—	Commander Leval	Shanghai
Decidie	French gunboat	690	—	—	Commander Lenny	Shanghai
D'Almeida	French flag-ship	8114	14	13,500	Captain Fouriet	Chifu
D'Almeida	French cruiser	1000	16	3000	Captain Adam	Shanghai
Kersaint	French gunboat	1250	6	2200	Capt. Le Galleur	Saigon
Lion	French gunboat	470	—	—	Capt. Huet	Yangtze
Olry	French cruiser	3888	14	8500	Captain Louis	Taku
Pascal	French cruiser	9437	8	6071	Captain Bonifay	Along Bay
Redoubtable	French cruiser	1800	—	—	Capt. Vincent	Saigon
Surprise	French gunboat	629	2	950	Captain Mornet	Yangtze
Takling	French gunboat	—	—	—		Along Bay
Vauban	French cruiser	—	—	—	Captain Blondel	Canton
Vigilant	French gunboat	—	—	—		Saigon
Viper	French gunboat	400	4	441	Comdr. Villeneuve	Shanghai
Bussard	German gunboat	1600	8	2900	Comdr. von Bussewitz	Kiautschou
First Bismarck	German flag-ship	11,000	26	14,000	Captain Friedlich	Wooching
Gein	German gunboat	1600	8	—	Commander Hülbrand	Shanghai
Hansa	German cruiser	6000	20	10,000	Capt. Paschen	Shanghai
Bertha	German cruiser	6000	20	10,000	Capt. Derzowski	Shanghai
Ilis	German gunboat	1000	10	1300	Lieut.-Commander Stamer	Shanghai
Jaguar	German gunboat	900	10	1300	Comdr. Berger	Foochow
Kaiserin Augusta	German cruiser	6381	20	14,000	Captain Tuglova	Singapore
Lucho	German gunboat	550	10	—	Comdr. Wuthmann	Hongkong
Schwabe	German gunboat	1250	8	1500	Comdr. Boerner	Shanghai
Scander	German gunboat	1900	8	25 0	Comdr. Hoffmann	Shanghai
Thetis	German cruiser	2900	24	8000	Capt. van Samson	Singapore
Tiger	German gunboat	900	10	1300	Comdr. von Mittelstadt	Tientsin
Vorwarts	German gunboat	—	—	—	Comdr. von Weise	Shanghai
Lombardia	Italian cruiser	2900	10	6843	Captain John Doat	Shanghai
Marco Polo	Italian cruiser	4583	16	10,543	Captain Botti	Shanghai
Puglia	Italian cruiser	2250	10	7000	Captain Canale	Shanghai
Vesuvio	Italian cruiser	4500	14	6820	Captain Zedl	Shanghai
Dix	Portuguese gunboat	720	—	—	Captain Azevedo	Hongkong
Zaire	Portuguese gunboat	600	—	—	Captain F. J. B. Leal	Hongkong
Admiral Nachimoff	Russian cruiser	9000	18	8700	Captain Sternmann	Port Arthur
Alouet	Russian gunboat	510	6	730	Comdr. Guntar	Vladivostok
Amour	Russian gunboat	2600	5	4700	Comdr. Grammatichko	Port Arthur
Bobro	Russian gunboat	1000	8	1150	Comdr. Zolovskiy	Port Arthur
Calmar	Russian gunboat	500	4	570	Comdr. Yermolov	Port Arthur
Gromoboi	Russian gunboat	1450	6	2000	Comdr. Smirnov	Port Arthur
Gullak	Russian battleship	12,364	44	14,500	Captain Jensen	Port Arthur
Korietz	Russian gunboat	1000	6	1000	Comdr. Shumoff	Port Arthur
Korietz	Russian gunboat	1213	7	1570	Comdr. Novokovskiy	Shanghai
Korietz	Russian gunboat	1224	7	1400	Comdr. Muraviov	Vladivostok
Korietz	Russian gunboat	1450	6	2000	Comdr. Vasiloff	Port Arthur
Korietz	Russian battleship	12,671	16	14,500	Captain Koroleff	Nagasaki
Korietz	Russian battleship	10,307	16	13,500	Captain Jakovlev	Port Arthur
Korietz	Russian battleship	10,300	13	10,000	Captain Oseroff	Port Arthur
Korietz	Russian cruiser	1334	10	1780	Capt. Kovnarsky	Port Arthur
Korietz	Russian protected cruiser	12,202	32	7000	Captain Golenitsynoff	Vladivostok
Korietz	Russian protected cruiser	10,923	26	13,250	Capt. Matsuevich	Port Arthur
Korietz	Russian battleship	10,000	16	10,000	Captain Fiodosieff	Port Arthur
Korietz	Russian gunboat	920	2	1125	Lieut.-Comdr. Linnoff	Port Arthur
Korietz	Russian gunboat	1050	8	1125	Comdr. Truseff	Taku
Korietz	Russian cruiser	6300	27	20,000	Capt. Beyer	Port Arthur
Korietz	Russian gunboat	500	0	3300	Comdr. Zagoriansky-Kissel	Port Arthur
Korietz	Russian cruiser	1250	8	1194	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	Manila
Don Juan de Austria	U. S. gunboat	1150	8	1610	Commander C. G. Bowen	Manila
General	U. S. gunboat	—	—	—	Lieut.-Comdr. J. M. Hahn	Manila
General Alava	U. S. gunboat	1800	—	—	Lieut.-Comdr. W. F. Haley	Manila
Helena	U. S. gunboat	1302	8	1988	Comdr. R. R. Ingersoll	Shanghai
Isla de Cuba	U. S. gunboat	1028	8	2200	Commander W. J. Huxwell	Manila
Isla de Luzon	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	Manila
Isle of Hawaii	U. S. gunboat	11,500	41	10,000	Captain H. H. Stockton	Dole
Manila	U. S. gunboat	1800	2	750	Comdr. T. Stevens	Manila
Monowick	U. S. gunboat	3990	6	3000	Comdr. F. P. Gilmore	Hongkong
Munawick	U. S. gunboat	1370	6	580	Comdr. F. M. White	Taku
Montrose	U. S. gunboat	1041	3	5211	Comdr. Dr. Ke	Shanghai
New Orleans	U. S. cruiser	1140	—	—	Lieut.-Comdr. Sperry	Nagasaki
New York	U. S. flag-ship	1020	24	8700	Captain H. S. Mackenzie	Amoy
Princeton	U. S. gunboat	1000	4	1100	Commander J. E. Seftidge	Manila
Vicksburg	U. S. cruiser	10000	10	1118	Commander E. B. Barry	Manila
Wilmington	U. S. gunboat	1237	8	1834	Commander E. S. Smith	Swatow
Yorktown	U. S. gunboat	1740	8	1801	Commander W. S. I.	Manila

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MEMOS. FOR TO-MORROW.
Meetings.

11.15 a.m. - Extraordinary Meeting of Shareholders of Queen Mines, Ltd., at the Company's Office.

Noon - Extraordinary Meeting of Shareholders of Olivers Froehd Mines, Ltd., at the Company's Office.

Noon - Meeting of Shareholders of The Hongkong, Canton and Macao Steamboat Co., Ltd., at the Company's Office.

Wednesday, August 13 -
5 p.m. - Auction of H. M. G. Guinevere, South on Board.

Saturday, August 16 -
Noon - Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation, at the City Hall.

Monday, August 11 -
3 p.m. - Auction of Crown Land at the Office of the Public Works Department.

Monday, August 18 -
11.15 a.m. - Meeting of Shareholders of The Hongkong and Whampoa Dock Co., Ltd., at the Company's Office.

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to
PARTNERSHIP REGISTRATION AS
BANKRUPTCY LAWS IN
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A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

The publication of this issue commenced
at 5.15 p.m.
The China Mail.
HONGKONG, MONDAY, AUGUST 4, 1902

EDITORIAL COMMENT.

Local business men were
as surprised as we were
at the announcements by
COMMERCIAL ROUTER regarding the con-
clusion of the negotiations
for the new com-
mercial treaty with China. Later tele-
grams inform us that these negotiations
have not been going on so smoothly as
at first reported, and our Special Tele-
gram from Shanghai lets the cat out of
the bag. Not only do the British mer-
chants at Shanghai disapprove of cer-
tain of Sir James Mackay's proposals,
but the United States' Commissioner
objects to some of them and France, as
usual, raises political objections. As yet,
we are in the dark as to the exact
nature of the draft agreement between
Sir James Mackay and the Chinese
Commissioners, so no useful purpose
would be served in speculating upon
their nature and scope; but the fact
that the Chinese Government previously
reported to be an assenting
party now objects to the in-
land navigation proposals is con-
clusive evidence that the negotiations
are not only not closed but that
China is as intractable as ever. As we
said the other day, it is extremely de-
sirable that Hongkong—which is so
largely interested in the subject of in-
land navigation—should know the
precise terms of Sir James Mackay's
proposals in order that they may be
carefully considered in detail. New
elements are appearing in the comedy,
but all who have the interest of foreign
trade in China at heart will hope that
the protracted negotiations are not
about to degenerate into an empty farce.
France's opposition to British proposals
we can understand, but the attitude of
the United States' Commissioner, con-
sidering the community of interests of
British and American traders, it is
more difficult to account for. However,
it is necessary to await further infor-
mation from Shanghai before discussing
individual action in these very impor-
tant and far-reaching negotiations.

Returning Thanks.
An athlete of no mean fame says that
on entering a Turkish bath one night he
found a stranger struggling in the swim-
ming pool. There was nobody near, and
the man was evidently unable to swim, hav-
ing jumped in probably without ascertain-
ing whether the water would be above his
head. The athlete swam to the assistance
of the struggling man. Grasping him by
the hair he towed him to the side of the
bath and assisted him to hang on until he
recovered his breath. What were the
first words uttered by the rescued one?
Did he stammer out thanks to Heaven or
his human preserver? No. The human
mind is a curious affair. As the half-
drowned man struggled back to con-
sciousness, memories of an old job seemed
to flit through his brain, for he said: "By
jove! Lucky for me I wasn't baldheaded!"

Sir James Mackay.
The Shanghai Times of the 29th ult.
says: Reports have been circulated to the
effect that the British Commercial Com-
missioner, Sir James Mackay, has con-
cluded the new treaty with Lu and Sheng though it
has not been yet executed officially. Having
practically finished this laborious task, the
British Envoy intends to return to
England on the 9th of August. He
officially communicated to the Chinese
Commissioners that the British Government
had accepted all the important articles with
the exception of one or two items which
need further consideration. The new im-
port tariff will be 12½ per cent, and he
urged the Chinese Commissioners to
apply for permission from the throne
to execute the new treaty before the
date of his departure (9th August). It
is also said that the Chinese Government
is very stiff on the subject of unrestricted
export of grain from China, but it has
been eventually settled in a compromising
manner. Chinese officials still retain their
power to forbid the transportation when-
ever the crop fails to meet the demand. The
other important articles such as the 8th
article respecting the increase of import
duty, the 12th the right of exterritorial-
ity, the 13th the right of investigation
into the Chinese affairs by the Chinese
officials have been agreed upon by the
parties concerned.

A COLD AT THIS SEASON
IS most annoying, and should not be
neglected. Chamberlain's Cough Remedy
will relieve the lungs, make expecto-
ration easy, effect a quick cure and leave
the system in a healthy condition. It
always cures and cures quickly. For sale
by all Dealers. Watson's Ltd., General
Agents.

LOCAL AND GENERAL.

Notes by the Way.
The French Mail of the 31st June was
delivered in London on the 31st July.

There has been a terrible infligation
at Guayaquil involving a loss of property
to the extent of five million dollars.

A Supplementary Grant of £25,000
has been made by Parliament towards ex-
penditure connected with the Coronation.

The Rev. F. T. Johnson, Senior
Chaplain of St. John's Cathedral, has
returned to the Colony, and preached on
Sunday.

The British transport Jelunga, with
members of the Gloucs. and North Devon
regiment, arrived in the Harbour this morning.

A large number of sailors from the
cruiser Asama Kawan went to Windsor on the
18th ult., an opportunity having been given
them to go over Windsor Castle.

Colonel Serjeant Pardon, of the 1st
Chinese Regiment, was one of the non-
commissioned officers presented with the
Distinguished Conduct Medal by the Prince
of Wales at the parade of Colonial Troops
on the Home Guards' Parade last month.

A new hotel, to be run on foreign
lines, has been established at Ayrton, a
favourite resort of foreign residents in
Kobe. It is supplied with tennis courts,
bowling green, cricket lawn, and other
facilities for the entertainment of for-
eigners.

The Gymkhana.
The Gymkhana cannot, it is pos-
sible, indefinitely remain in the flooded
condition of the Happy Valley, which now
becomes a species of catchwater or reservoir
with every successive rainstorm.

Wanted—An Eight Hours' Day.
It was stated in evidence at Singapore,
the other day, by Dr. Fraser, the house
surgeon at the General Hospital, that he
and Dr. Ford, his assistant, each did 21
hours' duty at a stretch. There are 13
Sisters and nurses in the Hospital, and 260
beds.

A Correction.
We are informed by Mr. W. J. Sum-
mers, Secretary of the Union Insurance
Society of Canton, that the Mr. William
Macdonald whose name was reported by the
Singapore Free Press (the paragraph being
reproduced by us) was not the Society's
Agent at Singapore, but a former Captain
of the Argyll and Sutherland Highlanders.

Taking Advantage of Chinese Custom.
To day, at the Magistracy, a Chinaman
was sent to goal for two months with hard
labour for stealing a number of bangles
from the corpse of a young Chinese woman.
He said he was lifting the lady from the
coffin, and it being the custom in China
that the mourners dare not look at the
corpse then, he stole the four pairs of jade-
stone bangles from the body.

Dairy Farm Milk.
On Saturday, a coolie employed to de-
liver milk to the customers of the Dairy
Farm Company was sentenced to suffer
three months' hard labour. It appears that
he had been in the habit of adulterating the
milk, and a Chinese detective, dressed as a
coolie, trapped him with marked money.
After all the Peak customers were served,
the coolie in question had 28 bottles of
milk left over which he was selling to
"beggars" for six cents each.

The Colour of Warships.

It seems a remarkable thing that in
the dawn of the 20th century we should be
in any doubt as to the best colour for our
warships: one would have imagined that
this point would have been settled years
ago; and yet we find that the navy of the
greatest sea Power is as yet quite unde-
cided on what would appear to the man in
the street to be a very easy problem to decide
by experiment, says the *United Service*
Magazine. In the old line of battleships,
with their chequered or striped sides of
black and white, the idea is stated to have
been to confuse the eye of the gunner; but
with the use of telescopic sights it becomes
essential that there should be some point
the eye can specially select as a target. I
have heard it said by an officer who was
with the naval guns in South Africa that
the difference between using telescopic
sights and being without them was the
difference between aiming at a particular
warship in a haze and aiming at the house
itself, and another, perhaps our greatest
gunnery expert, has I think, put it even
more minutely, as the difference between
aiming at a particular pane of window and
the window as a whole. Whether the
difference is as marked as this or not, it is
at least evident that the captain of a gun
can select any particular point for his aim
with much greater accuracy than was before
possible, and so it becomes necessary that
warship should be one colour throughout,
masts, funnels, upper works and hull,
down to and below the water's edge, so that
no brilliant streak of composition may show
as she rolls.

LOCAL AND GENERAL.

Royal Visitors.
King Leopold of Belgium paid a visit
to King Edward on the 18th ult. Emperor
William of Germany is going on a visit to
King Edward.

The S.S. 'Ajax' Cargo.
A notification will be found among to-
day's advertisements with reference to the
arrival of the steamer *Antenor* with a por-
tion of the *Ajax's* cargo.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice
Memorial and Netheresk Hospitals begs to
acknowledge with thanks the following
donation to the funds of the Hospitals:—
J. Pitt, R.N. £10

Praising Mr Chamberlain.
The Rt. Hon. Arthur Balfour, in a
speech on Colonial subjects, paid a warm
tribute to Mr Chamberlain's conduct of
affairs connected with the various British
Colonies while he has been in office as
Secretary of State for the Colonies.

The Stowaway Case.
Three members of the crew of the s.s.
Albatross were at the Magistracy, on Satur-
day, fined \$250 each for being concerned in
preparing passages for the stowaways found
on their ship who were tried the other day.
The fine seems to be totally inadequate, as
it came out in evidence that large sums of
money had been offered by the stowaways,
if not paid by them, for their surreptitious
passages to Hongkong from Moji.

The Coronation Celebration.
We have received from the Hon.
Treasurer a long list of names of Chinese
subscribers to the local Coronation Celebra-
tion Fund. We cannot spare space to
reproduce the list, but we note the follow-
ing individual subscribers of \$100 and
over:—
Ho Tung \$250
Chao Tung Shing 250
Chan Yu Sun 250
Tsang Keng 250
Tsoi Ping Woon 100

All the leading Guilds subscribed large
sums. The grand total of subscriptions re-
ceived is \$41,496.85.

Not This Time!
The other day a Chinese accountant
was sent by his master to a friend with a
sum of \$10,000. He returned shortly after-
wards and said he had lost the money. He
was then taken before the Criminal Sessions
charged with larceny, and the excuse he
gave was that he put his name to a note in
pocket and found the money gone, and he
had no idea where it had gone to. The
jury by a majority found him not guilty.
Perhaps, with the knowledge of the above,
a coolie employed at No. 211, Des Voeux
Road West, tried on a similar trick on
Friday. His master sent him with \$1,300
in notes to a friend in Winglek Street.

He returned in a short time say-
ing he had lost the money. It turned
out that he had handed it to a friend
at No. 65, Bonham Strand West, who
in turn paid it over to another of the
coolie's friends at No. 211, Des Voeux Road
West. The three friends went, and had a
good time, and when the police appeared
on the scene had already squandered \$800
of the stolen funds, the remainder being in
their possession. The Magistrate before
whom they were tried on Saturday sent
each of them to goal for six months, with
hard labour.

Suicide from German Mail.
The *Mercury* of 28th ult. says:—Early
on Saturday morning a passenger, named
Alfred Kaufmann, committed suicide by
jumping overboard from the hurricane
deck of the incoming German mail steamer
Bayern. About one o'clock in the morn-
ing, another passenger heard a splash, and
on looking through the cabin window saw
a man in the water. The alarm of "man
overboard" was immediately given, and
the vessel stopped. The man in the water
was plainly visible, and life buoys were
thrown to him by the Chief Officer, a
Quartermaster and the Purser, but though
they fell within easy reach of him he made
no effort to grasp them, and, raising his
hands above his head, he sank from sight.
Boats were lowered, but failed to reach
him before he disappeared beneath the
surface of the water. The boats hovered
around the spot for some time, but the
body did not come to the surface, and they
returned to the ship, which proceeded on
her voyage. The unfortunate man joined
the *Bayern* at Singapore for Shanghai.
He was a commercial traveller for a hard-
ware firm in Germany, and was accom-
panied by an Indian servant. On search-
ing his cabin, a note was found addressed
to the Captain in which he stated his in-
tention of committing suicide and making
the request that his Indian servant be
returned to Singapore; in fact he had
arranged his affairs very methodically.
No explanation was given for the act.
The affair was at once reported to the
Consul-General for Germany on arrival,
who took charge of his personal effects.

For THE BLOOD IS THE LIFE.—Clare-
to World-famed Blood-Mixture is warranted
to cure all ailments arising from what-
ever cause arising. For Rheumatism, Sciatica,
Gout, Bad Legs, Skind, and Blood Diseases,
Pimples and Sores of all kinds, its effects are
marvellous. Thousands of wonderful cures have
been effected by it. Sold everywhere at 2s. 6d.
Beware of worthless imitations.

TELEGRAMS.

[CHINA MAIL SPECIAL SERVICE.]

THE TARIFF NEGOTIATIONS.
ANOTHER DEADLOCK.

France and America object to
British Proposals.
(From Our Own Correspondent.)
SHANGHAI, August 4, 9.22 a.m.

The Chinese Government re-
fuses to ratify the new com-
mercial agreement so far as it
refers to the navigation of in-
land waters.

Sir James Mackay, the British
Treaty Commissioner, refuses to
re-open the discussion to re-
consider this point, as he con-
siders the negotiations as closed
finally.

The British merchants here
are not unanimous in accepting
Sir James Mackay's agreement
with the Chinese Treaty Com-
missioners.

Mr Sharretts, the U.S. Treaty
Commissioner, leaves China on
Saturday next, the 9th instant,
without negotiating a commer-
cial treaty on behalf of the Uni-
ted States. He visited H. E.
Liu Kun-yik at Nanking lately.

He declares the discussion of Sir
James Mackay's agreement is
impossible, because the abolition
of likin in return for the raising
of the import duty is unde-
sirable for America's trade.

France declares that the
agreement is an infringement of
French rights, both inland and
on the frontiers, and is therefore
unacceptable. France also ob-
jects to the extension of the
Imperial Chinese Maritime Cust-
oms.

**TERRIBLE COLLIERY
EXPLOSION.**

LONDON, August 1, 1902.
A terrible explosion has occurred at the
Mount Kembla Colliery, Wollongong, New
South Wales. Up to the present, the
bodies of 27 miners have been brought to
the surface, and 149 men have been re-
scued, but there are still one hundred miners
entombed in the workings, and it is feared
that their position is hopeless.

**COLONEL FORESTIER-
WALKER KILLED.**

Colonel Forestier-Walker, A.A.G.,
Egypt, has been accidentally killed on the
railway at Helouan, near Cairo.

**THE COLLIERY EXPLOSION IN
AUSTRALIA.**

Sixty-seven bodies have now been re-
covered from the Mount Kembla Colliery
at Wollongong, New South Wales.

THE KING'S PROGRESS.
To-day, His Majesty has been for a
cruise in the Royal yacht as far as Bright-
on.

LONDON, August 2.
PARLIAMENT.
Mr Balfour states that the Autumn
session will commence on the 16th Octo-
ber.

CHINESE TREATY REVISION.
A Hitch.

There is some disagreement between the
British and Chinese Treaty Commissioners
at Shanghai. The Chinese object to the
British regulation of inland navigation,
while the British insist on the acceptance
of Sir James Mackay's scheme in its en-
tirety. The Times commenting on the
situation, says that the hitch at Shanghai
should not cause excessive surprise, as we
know the methods of Peking. China can
less afford to wait for a higher import tariff
than we for merely prospective advantages.

CHOLERA INFANTUM
SHOULD be guarded against, and pre-
vented by treating the child at the
first unusual looseness of the bowels.
Mothers can not be too careful about this,
especially in hot weather. They should
have medicine ready for such an emergency.
No better remedy is prepared than Cham-
berlain's Colic, Cholera and Diarrhoea
Remedy. Every household should have a
bottle of hand. Get it today. It may save
a life. For sale by all Dealers; Watson's
Ltd., General Agents.

**HONGKONG AND WHAMPOA
DOCK CO., LTD.**

A Reduced Dividend.

We understand that the Directors of the
Hongkong and Whampoa Dock Company
will propose a dividend of 10 per cent and
a bonus of 2 per cent—equal to 80 per
share—at the forthcoming meeting of
shareholders. The official figures are
not yet published, but we are given to
understand that the net profits for the
past six months amount to \$373,406.66,
to which has to be added the
sum of \$420,110.59 brought forward from
the previous half-year. This makes a total
of \$793,517.25, from which have to be
deducted Directors' fees, \$10,000, and
Auditors' fees, \$750-\$810,750, leaving
available for appropriation \$782,830.45.
The Dividend and Bonus recommended
will absorb \$300,000, and the Directors
will recommend that \$108,004.65 be with-
told off the value of Kowloon Docks,
\$10,076.72 of the Cosmopolitan Dock,
\$10,755.99 of steam launches, steam
lighters and the tug *Pinto*, and that a
balance of \$263,392.69 be carried forward
to the new account.

The Directors announce that the ne-
gotiations with the Government for the
purchase of land at Kowloon for the pro-
posed new dock have reached a stage when the
opinion of the shareholders should be
taken, and, as advertised, this proposal will
be considered by the shareholders at an
extraordinary general meeting to be held at
the close of the ordinary meeting on the
18th inst.

THE FREIGHT MARKET.

In their Freight Circular dated 2nd Au-
gust, Messrs Lamko and Rogge write:—
The past fortnight has once more been an
extremely dull one as far as freighting mat-
ters are concerned, chartering operations
having been of an insignificant character,
while rates of freight for any destination
continue to rule low and without much
prospect of a speedy improvement.

Auxiliary business from Saigon to this, the
market rallied a little during the early part
of the fortnight, but only to collapse again
after a few fixtures at 15 cents per picul,
and at a time of writing there is nothing doing.
There are still about four million piculs of
rice available for shipment at Saigon, but
the slightest demand causes prices to advance
to an extent to which the sluggish local
market is quite unable to respond.

With Philippine business it is much the
same thing. More grain is undoubtedly
wanted there, but with prices against intend-
ing charterers, the latter are keeping aloof
in expectation of getting even cheaper
charterage than hitherto. A small business
has been done, and closing quotation is not
better than 25 to 24 cents per picul, a
figure which, taking into account loss of
time by quarantine, bad weather days, etc.,
does not ever steamer's expenses.

From Saigon to Java, some chartering
has come to pass at 25 and 26 cents per
picul, the last-named rate being closing
quotation for September loading. What
little demand there is runs, however, for
boats of under 30,000 piculs which are not
to be had on above-mentioned basis.

From Java to this, a steamer has been
placed for prompt loading at 25 cents per
picul wet sugar. As regards dry sugar, it
is said that several large carriers have been
taken up at about 20 cents per picul, but
particulars have not transpired.

Bangkok business continues in much the
same position, there being not the remotest
chance for outside steamers during the present
season.

The Newchwang market is unchanged
and quiet, and business continues of a
hand-to-mouth character at the rate of 24
cents per picul for Canton.

Coal rates are unchanged at \$1.50 per
ton, Moji to this, though a steamer
urgently required for immediate loading,
succeeded in obtaining \$1.75 per ton.

For Singapore, tonnage has been rather
freely offered at \$2.20 per ton, without,
however, finding takers. For Manila, a
charter is reported at \$3.05 per ton.

From Hongkong to this, a fixture is on
record at \$1.50 per ton.

Nothing else requires special mention.
Sail Freight.—The British ship *Kohat*
recently arrived, has been chartered
elsewhere to load here for New York.

The King's Park.

Owing to the inclemency of the weath-
er, the first set of the King's Park re-
mains unfinished. Everything had been
prepared for the ceremony on Saturday.
A neat pavilion, covered internally with
crimson cloth and decorated with red and
white cloth, had been constructed on the
western slope of Gun Club Hill, near the
Kowloon Bowling Green; chairs were ar-
ranged for the celebrants, a small tree
was planted by Lady Gascogne, and a
newly-painted wheelbarrow (English net
Chinese pattern) was in readiness for
General Gascogne to wheel away the first
cut. But "man proposes God disposes."
The typhoon intervened, and the ceremony
is held over. A visit was paid on Sunday
to the scene of the contemplated ceremony.
The tree and the wheelbarrow lay undisturbed,
but the bamboo pavilion was upside
down, and the crimson cloth acted as a
shroud for the remains of the Vienna
chairs.

"Scientists say now that handshaking
conveys disease." Of course; that's the
way the grip got started.

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GOSFORD, LIVERPOOL, GLASGOW, THIRTEEN, GENEVA, PORT in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

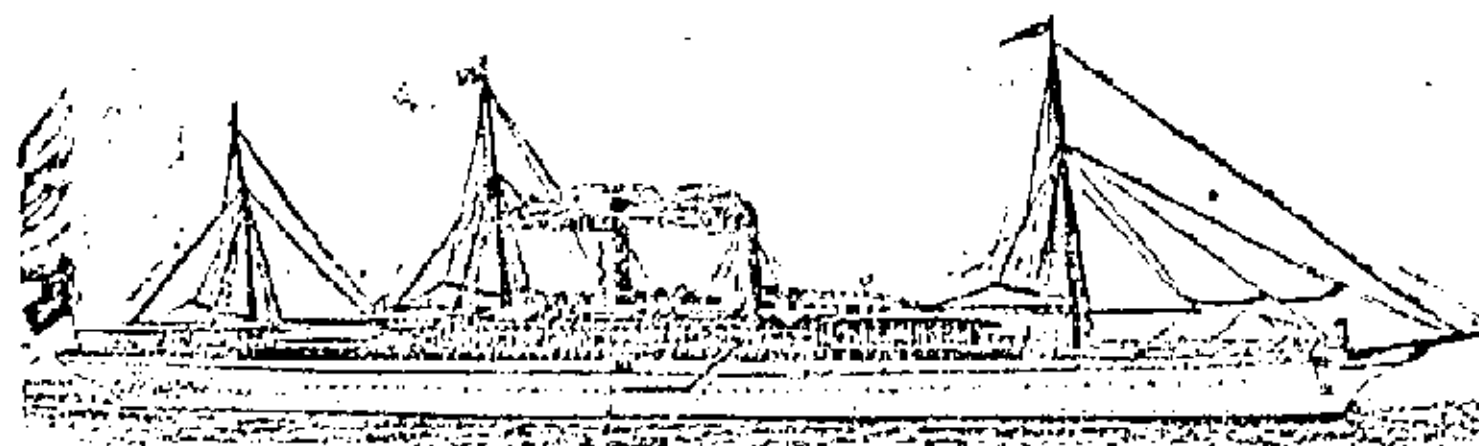
PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

STEAMSHIP.	TONS.	CAPTAIN.	HONGKONG.
S.S. <i>Amalia</i> , Capt. FILLIS.	1400	14th August, 1902	Freight.
S.S. <i>C. Fied. Loebe</i> , Capt. FUCHS.	2800	28th August, 1902	Freight.
S.S. <i>Koenigsberg</i> , Capt. MAYER.	1000	10th September, 1902	Freight and passengers.
S.S. <i>Bismarck</i> , Capt. KIRCHNER.	2400	24th September, 1902	Freight.

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
(Queen's Building, No. 1.)

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships, 6,000 Tons—10,000 Horse power—Speed 19 knots,
Saving 3 to 7 days across the Pacific.

Proposed sailings from Hongkong—
(Subject to Alteration.)

R.M.S. *EMPEROR OF CHINA*, Comdr. R. ARCHER, R.N.R., Wednesday, Aug. 6.
R.M.S. *EMPEROR OF INDIA*, Comdr. C.E. MURPHY, R.N.R., Wednesday, Aug. 27.
R.M.S. *TARTAR*, Comdr. E. BRIGHT, R.N.R., Wednesday, Sept. 10.
R.M.S. *EMPEROR OF JAPAN*, Comdr. H. PETER, R.N.R., Wednesday, Sept. 24.
R.M.S. *ATHLETIC*, Comdr. H. MOWAT, R.N.R., Wednesday, Oct. 8.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, N. York and London with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all general ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

Special Extra Service.
The Company's Extra Steamships "ATHLETIC" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHLETIC" takes 2nd Class First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
FEDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	HONGKONG.
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INDRAPURA 4,800 A. E. Hollingsworth ... August 14, 1902
INDRASAMHA Alfred Dorsfall ... September 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 26th July, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
SINGO MARU, F. DAVIS.	MARSEILLES, LONDON, and ANTWERP, via Singapore, Penang, Colombo and Port Said.	SATURDAY, 9th Aug., at Daylight.
IDZUMI MARU, F. W. HUTTON.	BOMBAY, via SINGAPORE and COLOMBO.	SUNDAY, 10th Aug., at Noon.
KAGA MARU, J. W. ESTERMAN.	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 11th Aug., at 4 p.m.
AWA MARU, N. THURN.	KOBE and YOKOHAMA.	FRIDAY, 1st Aug., at Daylight.
MIKE MARU, M. YAM.	SINGAPORE, COLOMBO and BOMBAY.	FRIDAY, 10th Aug., at Noon.
KAGOSHIMA MARU, K. KOI.	MOJI, KOBE and YOKOHAMA.	SATURDAY, 10th Aug., at Noon.
TAMBA MARU, J. W. WALE.	MARSEILLES, LONDON and ANTWERP, via Singapore, Penang, Colombo and Port Said.	SATURDAY, 23rd Aug., at Daylight.
RIJOU MARU, R. OUSO.	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 26th Aug., at 4 p.m.
KAKAMURA MARU, H. DUNN.	KOBE and YOKOHAMA.	FRIDAY, 29th Aug., at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Seaboard.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, August 2, 1902.

Shipping.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMSHIP	DATE
GLASGOW AND LIVERPOOL.....	PHOENIX.....	14th August.
GLASGOW AND LIVERPOOL.....	PERICLES.....	20th August.
GLASGOW AND LIVERPOOL.....	DIONE.....	28th August.
GLASGOW AND LIVERPOOL.....	JASUS.....	3rd September.

HOMEWARDS.

FOR	STEAMSHIP	TO SAIL
LONDON.....	ULYSSES.....	7th August.
LONDON AND ANTWERP.....	TELEMACHUS.....	12th August.
LONDON.....	ASTOR.....	2nd September.
LONDON.....	DARDANUS.....	16th September.
LIVERPOOL DIRECT.....	PERICLES.....	20th September.

(Taking Cargo at London Rates.) For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

CHINA NAVIGATION CO., LD.

FOR	STEAMSHIP	TO SAIL
SHANGHAI AND CHUNGKING.....	HUNAN.....	10th August.
SWATOW, AMOY AND SHANGHAI.....	HUEI.....	10th August.
TIENSTIN.....	KWEIYANG.....	10th August.
MANILA.....	SUNGLANG.....	16th August.
PORT DARWIN, THURSDAY.....	.....	.....
LAND COOKTOWN, CAIRN.....	.....	.....
TOWNSVILLE, BRISBANE.....	.....	.....
SYDNEY AND MELBOURNE.....	.....	.....
ADELAIDE.....	.....	.....

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

* Taking Cargo on this bill of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, August 2, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
KLAUSCHER.....	THURSDAY, 7th August.
BAYERN.....	THURSDAY, 21st August.
KONIG ALBERT.....	THURSDAY, 4th September.
PRINZESS IRENE.....	THURSDAY, 18th September.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 1st October.
PRINZESSEN.....	WEDNESDAY, 15th October.
HAMBURG.....	WEDNESDAY, 29th October.
WACHEN.....	WEDNESDAY, 12th November.
KARLSRUHE.....	WEDNESDAY, 26th November.

* Steamers of the Hamburg-Amerika Linie.
ON THURSDAY, the 7th day of August, 1902, at Noon, the Steamship KLAUSCHER, of the Hamburg-Amerika Linie, Captain P. JUNGCLAUS, calling at N. Y. and Genoa.
Shipping Orders will be granted till Noon, on Tuesday, the 5th August, Cargo and Specie will be received on board until 5 p.m. on Wednesday, the 6th August, and Passes will be received at the Agency's Office until Noon on Wednesday, the 6th August. Contents of Packages are required. No Parcel Receipts will be signed for less than 82.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.
FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.
Victoria.....	352	J. Penton.....	Aug. 9, 1902
Tacoma.....	2811	A. Dixon.....	Aug. 23, 1902
Greengate.....	3200	G. E. Warner.....	Sept. 20, 1902
Olympic.....	2837	J. Traubridge.....	Sept. 27, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line TO THE PACIFIC COAST and TO THE INTERIOR AND EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$28.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 43 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, \$35.

The best route to the Klondyke Gold Fields. Frequent sailings from Victoria, Tacoma to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

Doddwell & Co., Limited, General Agents.

Hongkong, August 2, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMSHIP	LEAVING
TAMSU, via SWATOW	DAIJI MARU	TUESDAY, 5th August.
AMOI, via SWATOW	MAIDZU MARU	WEDNESDAY, 6th August.
FOOCHOW, via SWATOW	ANPING MARU	WEDNESDAY, 13th August.
TAMSU, via SWATOW	DAIJI MARU	SUNDAY, 17th August.
AMOI, via SWATOW	T. KIWANO	.....

The Co.'s new Steamers are specially designed for the coast trade of South China and Kermans, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified Doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsu to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISEI.

AGENTS.

Hongkong, August 4, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMSHIP	CAPTAIN	DATE.
LONDON.....	Dombay.....	A. S. BRADSHAW.....	Noon, 5th Aug.
KOBE.....	Macassar.....	G. W. COCKMAN, R.N.R.....	About 7th Aug.
YMA VIA SHAL.....	.....	.....	.....
MOJI AND KOBE.....	.....	W. HAYWARD, R.N.R.....	About 11th Aug.
SHANGHAI.....	Paranadit.....	R. T. COOK.....	About 15th Aug.
LONDON, &c.....	Balfour.....	R. A. PETERS.....	Noon, 16th Aug.

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, August 2, 1902.

"PEN" LINE OF STEAMERS.

FOR GENOA AND LONDON, VIA SUEZ CANAL.

THE Steamship BENJAMIN, Captain BEN, will be despatched as above on or about THURSDAY, the 14th August. For Freight apply to GIBB, LIVINGSTON & CO., Hongkong, July 30, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at PHILIPPINE PORTS).

Proposed sailings from Hongkong—

ATHOL..... About 5th Aug.
LENNOX..... About 14th Aug.
HEATHBURN..... About 21st Aug.
RICHMOND CASTLE..... About 7th Sept.
AFRIDI..... About 20th Sept.
HILGLEN..... About 30th Sept.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, July 24, 1902.

TOYO KISEN KAISHA.

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's Well-known Steamship ROSSETTA MARU, 3876 Tons, Captain LAR, will be despatched hence for MANILA, on FRIDAY, the 8th August, at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivaled Speed. Electric Light. Doctor and Stewardess Carried.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street, First Floor.

Hongkong, August 1, 1902.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TONGA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship AUSTRALIAN, Captain SCHWAB, will be despatched for the above ports on THURSDAY, the 14th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 22, 1902.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE DIRECT, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates) to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship CHINA, Captain MOSCA, will be despatched as above on SATURDAY, the 16th August, p.m.

This Steamer has Capital accommodation for Passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WISLER & CO., Agents.

Hongkong, July 21, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship GLENTURK, Captain B. WATSON, will be despatched as above on SATURDAY, the 16th August.

For Freight apply to McCREGOR, PROSS & COV.

Hongkong, July 19, 1902.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFO.

THE Company's Steamship THALES, Captain ROSS, will be despatched for the above Ports on TUESDAY, the 5th Inst., at 11 a.m.

For Freight, or passage apply to DOUGLAS LAFRAJE & Co., General Managers.

Hongkong, August 2, 1902.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship KONG ALBERT, Captain C. POLACK, due here with the outward German Mail about the 5th Inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, August 2, 1902.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, GYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for GATAVIA, PERSEAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship HELLAS, Captain R. A. PETERS, carrying the Majesty's Mail, will be despatched from this for BOMBAY on SATURDAY, the 10th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay, WITH TRANSHIPMENT.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 2, 1902.

CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES (particulars of which can be obtained on application to the Undermentioned).

NEXT SAILINGS.

"TSINAN"..... leaves on 23rd Aug.

"CHANGSHA"..... " 2nd Sept.

"CHINGTU"..... " 29th "

"TAIYUAN"..... " 24th Oct.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

Hongkong, August 1, 1902.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the vessel during their stay in Hongkong Harbour.

Comdr. British 4-masted barque, Captain W. J. Davis.—Standard Oil Co.

Dynemore, British ship, Capt. John Snodden.—Naval Store Officer.

HALDS, Norwegian steamer, Captain N. T. Neilsen.—Johnson & Co.

HAMBURG, British barque, Captain A. Caldwell.—Swensen & Co.

LOTTIAN, Italian barque, Capt. Rozzo.—Carlowitz & Co.

YOKOHAMA, British barque, Captain John Williams.—Government.

A RAMBLE THROUGH SOUTHERN FORMOSA.

Vessels Advertised as Loading.

Vessels Advertised as Loading.

<i>Destination.</i>	<i>Vessels.</i>	<i>Agents.</i>	<i>Date of Leaving</i>
American Port.....	Union (s)	Butterfield & Swire ..	Aug. 23, at 4 p.m.
Bombay, do.,	Giant-schiff (s)	Melchers & Co.	August 7, at noon
Buenos Ayre and Hamburg,	T. Fast Leased (s) ..	Hamburg-Am'ka Linie ..	August 29, ..
Buenos Ayre and Hamburg,	Amiria (s)	Hamburg-Am'ka Line ..	August 14, ..
Canton, do.,	Konigsberg (s)	Hamburg-Am'ka Line P.	September 10, ..
Cebu, do.,	Museg (s)	& O. S. N. Co.	About Aug. 7.
Cebu & Yokohama,	Lwa Maria (s)	Nippon Yusen Kaisha ..	Aug. 16, Daylight
Greenwood,	Syrius (s)	Butterfield & Swire ..	September 28, ..
London,	Theresa (s)	Butterfield & Swire ..	August 7, ..
London,	Barbarine (s)	Butterfield & Swire ..	September 16, ..
London,	Boisy (s)	P. & O. S. N. Co.	Aug. 29, ..
London and Antwerp, ..	Falmacutus (s)	Butterfield & Swire ..	Sept. 5, at noon
London, do.,	Barbaris (s)	& O. S. N. Co.	Aug. 16, no
London v. Suex Canal ..	Leviathans (s)	Jibb, Livingston & C ^o .	About Aug. 5.
London v. Suex Canal ..	Montaurer (s)	McGregor Bros. & T ^o m	About August
Lyons, do.,	Orestia Diana (s) ..	Nippon Yusen Kaisha ..	Aug. 8, at noon
Manila,	Longspring (s)	Jardine, Matheson & C ^o	Aug. 14, at p.
Manila,	Knicksack (s)	Butterfield & Swire ..	August 13, ..
Manila,	Bing Maru (s)	Nippon Yusen Kaisha ..	Aug. 9, Daylight
Manila,	Kagoshima Maru (s).	Nippon Yusen Kaisha ..	Aug. 23, Daylight
Manila,	Yura (s)	Messageries Maritimes ..	Aug. 16, no
New York v. Suex Canal	Heleny (s)	McGregor Bros. & G ^o v	September 1, ..
Panama,	Permatama (s)	& O. S. N. Co.	About August
Panama & Chinkian, ..	Turkey (s)	Butterfield & Swire ..	August 4, ..
Panama,	Yamato (s)	Butterfield & Swire ..	Aug. 5, at 4 p.
Panama, Col., B'way ..	Mike Maru (s)	Nippon Yusen Kaisha ..	Aug. 23, no
Panama, Amoy & Auking	Maiduru Maru (s) ..	Mitsui Bussan Kaisha ..	Aug. 4, ..
Panama, Amoy & Auking	Hupsh (s)	Butterfield & Swire ..	Aug. 9, ..
Panama, Amoy & Auking	Shanghai (s)	Mitsui Bussan Kaisha ..	Aug. 17, ..
Panama, Amoy & Fuzhou	Dojin Maru (s)	Nippon Yusen Kaisha ..	Aug. 5, ..
Panama, Sydney & Melbourne	Australian (s)	Jibb, Livingston & C ^o .	Aug. 16, at N
Panama,	Kweising (s)	Butterfield & Swire ..	Aug. 10, ..
Panama (B.C.) &c., ..	Empress of China (s).	Canadian P&N R. Co.	Aug. 16, ..
Panama (B.C.) &c., ..	Empress of India (s)	Canadian P&N R. Co.	Aug. 27, ..
Panama (B.C.), Seattle	Takari (s)	Canadian P&N R. Co.	Sept. 10, ..
Panama (B.C.), Seattle	Kaga Maru (s)	Nippon Yusen Kaisha ..	Sept. 11, at 4
Panama (B.C.), Tacoma	Riojan Maru (s) ..	Nippon Yusen Kaisha ..	Aug. 25, at 4
Panama (B.C.), Tacoma	Victorian (s)	Doddwell & Co. Limited	Aug. 10, ..

Stocks.	No. of Shares.	Value.	Paid up.	Unpaid Capital.
ESSEX.				
Essex & Co. Ltd.	100,000	100,000	100,000	100,000

August 2, 1901

National Bank of China, Limited	10,970	£	10	£	857	London, £63
20,965	£	10	£	857		
Do., Founders' shares	7	0	£	1	£	\$10, sellers
MARINE INSURANCE.						
Canton Insurance Office Co., Ltd.	24,000	£	250	£	50	\$360, sales & buyers
China Tea Insurance Co., Ltd.	10,000	£	85	£	25	\$27
North-China Insurance Co., Ltd.	20,000	£	200	£	25	1784, sellers
Strait Insurance Co., Ltd.	20,000	£	200	£	25	1810, buyers
Union Insurance Society, Ltd.	10,000	£	200	£	50	\$3874, sellers
Yangtze Insurance Association, Ltd.	8,000	£	100	£	60	\$130, sellers
FIRE INSURANCE.						
Hong Fong Fire Insurance Co., Ltd.	20,000	£	200	£	50	\$81
Hongkong Fire Insurance Co., Ltd.	8,000	£	250	£	60	\$360, sales & sellers
DOCKS, ETC.						
H.K. and Whampoa Dock Co., Ltd.	60,000	£	50	£	2177, sellers	
Gee, Fenwick & Co., Limited.	6,000	£	25	£	23	\$838, buyers
New Army Dock Co., Ltd.	6,000	£	62	£	63	\$326, buyers
S. C. Farman, Boyd & Co., Ltd.	55,760	Ths.	10	Ths.	10	\$222, ex div., ss
-) ANNUALS, TONS, ETC.						
China and Manila S. S. Co., Ltd.	19,000	£	50	£	50	\$35, sellers
	19,000	£	50	£	50	nominal

[illegible]

Douglas Steamship Co., Limited ..	20,000 \$	50	all	\$435, sellers
H.K. & M. & Steamboat Co., Ltd.	80,000 \$	15	15	\$38, sellers
Indo-China S. N. Company, Limited	66,000 \$	10	10	\$88, buyers
Sun Ferry Company, Ltd., Limited	10,000 \$	10	10	\$200, sellers
	10,000 \$	10	5	\$11
Shall Steamship & Trading Co., Ltd.	200,000 \$	1	1	\$2, sellers
Shanghai Tug Boat Co., Ltd.	2,000 Tls.	100	100	Tls. 50, buyers
Singapore S. S. Co., Ltd.	5,000 Tls.	100	100	Tls. 50, buyers
Shanghai Cargo Boat Co., Ltd.	6,000 Tls.	100	100	Tls. 135, buyers
Co-operative Cargo Boat Co., Ltd.	3,000 Tls.	100	100	Tls. 135, buyers
BANKERS.				
China Suike Company, Limited ..	20,000 \$	100	all	\$104, buyers
Yokohama Specie Bank, Limited	100 \$	100	all	\$104, buyers

Pernk Sugar Cultivation Co., Ltd.....	7,000	Tls. 50	Tls 50	Tls. 77	20, Sellers
WHARVES.					
SHK. & Kow. Wharf & Godown Co.....	30,000	\$ 50	al'	\$88, sales & sellers	
Shanghai and Hongkong Wharf Co.....	21,100	Tls. 100	Tls100	\$283, buyers	
LAND AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited.....	50,000	\$ 100	\$100	\$170, ex div., buyers	
Shanghai Land Investment Co., Ltd.....	33,000	Tls. 50	Tls.50	Tls. 117½, ex div.	
Kowloon Land and Building Company.....	6,000	\$ 50	\$ 30	\$30, sellers	

Bellevue Hotel & Building Co., Ltd.	3,744	11s. 25	17s. 25	17s. 184, collers
Wong-ping-yee Estate & Finance Co.	100,000	5	10	alt \$114 sales
West Point Building Co., Limited	12,500	5	50	50 \$614, ex div., collers
Wong High-Level Tramways Co., Ltd.	1,250	5	15	alt \$240 sales & buyers
Yau Yu Mining & Trading Co., Ltd.	60,000	5	5	alt 50 cents, sales
New Pui-jan Mining Co., Ltd.	30,000	5	10	alt \$4, sales
Preference shares:	30,000	5	1	alt \$1.25, collers
Société Française des Charbonnages du Tonkin.	16,000	Fcs. 250	alt.	\$350

Queen's Mine, Limited,	403,000	20	cents	25	cts.
Raub Aust. Gold Mining Co., Ltd., ..	200,000	1	18	10	88
Queen's Freehold Mines, Ltd.,	115,000	5	8	5	
	945,000	5	8	5	Nom.
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.,	12,600	9	50	al	\$135, sellers
Oriente Hotel, Manila,	7,000	5	50	al	\$15, sellers
Astor House Hotel, Manila, (S'hai)	7,000	5	110	al	\$140, buyers
Astor House Hotel Co., Ltd. (S'hai)	4,500	5	100	al	\$200, sellers
BUSINESS, ETC.					
A. S. Watson & Co., Limited,	60,000	5	10	al	\$141, sellers

Watkins Limited	10,000	\$	10	5	\$62	buyers
LIGHTING.						
H.K. and China Gas Co., Limited	7,600	\$	1	all	3140, ex div.	buyers
Shanghai Gas Company, Ltd.	8,000	Tls.	50	Tls.50	Tls. 120	
Hongkong Electric Co., Limited	30,000	\$	10	8	5	\$13 sellers
New Electric Power Co.	30,000	\$	10	5	\$13	sellers
BRICK AND CEMENT.						
Green Island Cement Co., Ltd.	50,000	\$	1	\$	\$26	buyers
MISCELLANEOUS.						
Amalg Investment Co., Ltd.	50,000	\$	50	0	\$23	sellers

Life Associates Eastern Agency, Ltd.	8,634.6	12/6	12	12.6	51, buyers
London & A. Ashcroft Central Agency, Limited	10,000.0	10/3	4	581, buyers	
Long Kong Bakery Company, Ltd.	10,000.0	10/3	1	2145, buyers	
L. S. Steam Water-bath Co., Ltd.	7,000.0	10/3	7	591, buyers	
Longking Dairy Farm Co., Ltd.	10,000.0	7/3	ad	312, buyers	
Longyi Tea Company, Limited	5,000.0	20/1	ad	2240, ex. buyers	
Longyi Waterworks Co., Ltd.	7,299.2	20/1	20	430, buyers	
Maui Fruit Planting Co., Ltd.	20,000.0	5/3	f	nominal	
Maui Rope Manufacturing Co., Ltd.	10,000.0	5/1	ad	2140, sellers	

Long Cotton Spinning Co., Ltd.	12,000	3	10	\$ 10	217, sellers
Cotton Spinning and Weaving Co., Ltd.	17,000	16	10	\$ 10	40, buyers
International Cotton Manufacturing Co., Ltd.	19,000	16	10	\$ 35	35, sellers
Kansai Kaisha Cotton Spinning & Weaving Co., Ltd.	8,000	14	14	\$ 10	42, buyers
Chie Cotton Spinning Co., Ltd.	2,000	500	10	\$ 50	150
President Leon Noriega Co., Ltd.	80,000	3	2	\$ 10	210, sellers
Borneo Company, Ltd.	7,500	3	20	\$ 15	224, sellers

NAME.	Amount.	Value.	Interest.	Maturation.
General Trading Co.	20,000	20 1/2	\$ 921	silver
Johnson Piano Co. Ltd.	3,200	50 1/2	\$ 56	gold
Embell, Moore & Co., Limited ..	1,200	10	\$ 22	buyers
Wm. Powe, J., Limited	12,000	10 1/2	\$ 10	gold
TOBACCO COMPANIES				
Imperial Tobacco Trust Co., Ltd.	20,000	50 1/2	\$ 945	
Imperial Tobacco Co. Limited	200	50 1/2	\$ 500	\$600, Nom.

Chinese Imperial 1844-21/2A. 707,200T/A. 2007.2 p. annuallu x prun.
VERNON and SMITH, Share-brokers.
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